

PLANNED MAINTENANCE SYSTEM SERVICE BRIEF



VOL 81

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FLEET TECHNICAL SUPPORT CENTER, PACIFIC

Attn: Code 401B
3375 Senn Road, Suite #1
San Diego, CA 92136-5002

POC Larry Olinger
Commercial (619) 556-0246
DSN 526-0246

COMMANDING OFFICER
F. J. GRECO, CAPT, USN

FLEET TECHNICAL SUPPORT CENTER, ATLANTIC

Attn: Code 4103
9727 Avionics Loop
Norfolk, VA 23511-2124

POC James Melton
Commercial (757) 443-3872 ext 1891
DSN 646-3872 ext 1891

COMMANDING OFFICER
K. O'BRIEN, CAPT, USN

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SURFACE SHIP MAINTENANCE EFFECTIVENESS REVIEW (SURFMER) UPDATE

The objective of the SURFMER program is to provide ships the right maintenance for the right equipment at the right periodicity. In the past SURFMER has reduced surface ship and aircraft carrier maintenance workload while preserving equipment reliability and personnel safety. SURFMER combines Reliability Centered Maintenance (RCM) principles, the knowledge of Navy In Service Engineers (ISEs) and the experience of Sailors to make shipboard PMS more cost effective. Since its inception in 1997, SURFMER has reviewed over 80% of shipboard PMS and resulted in a decrease of more than 40% of shipboard PMS workload.

However, recent INSURV and Safety Inspections have raised concerns about PMS accomplishment fleet wide. **It is very important to note that since SURFMER has eliminated much of the unnecessary PMS that once existed, remaining tasks are truly necessary and, therefore, more important than ever to preserve safe and reliable operation of systems and equipment. With the periodicity of many tasks now extended, failure to complete the task as scheduled will have detrimental impact on equipment reliability. Of particular concern are situational, or “R” tasks. In helping to make the transition to Condition Based Maintenance, SURFMER has changed many MRCs from calendar scheduling to situational scheduling. It is imperative that work center supervisors are thoroughly familiar with the situational triggers that prompt the need for PMS “R” checks. Please emphasize this point with all work center supervisors on your ship.**

SURFMER is a continuous improvement initiative. In addition to reviewing PMS that has not yet been SURFMERed, we are revisiting systems that have previously been SURFMERed to ensure changes had the intended effect. In addition to validating the need to perform each task and its frequency, current SURFMER cycles include: verification of correct tools, parts and consumables required to perform the PM; evaluation of HAZMAT and personal protective equipment (PPE) requirements; and the addition of a “statement of relevance” to the MRC. This statement,

which appears as a note after each task, explains why the task is performed.

Since the last PMS Force Revision (FR 2-01) NAVSEA has completed four SURFMER cycles. SURFMER 36 reviewed HM&E systems in Philadelphia; SURFMER 37 reviewed combat and RADAR systems with the NSWC Dam Neck ISEA. SURFMER 38 was conducted with SPAWAR in San Diego. SURFMER 39 was dedicated to the LCAC community. Sailors from ACU-4 and ACU-5 worked with ISEs from Philadelphia and CSS Panama City to improve the PMS package for LCACs. The following table summarizes FR 1-02 SURFMER results:

SURFMER CYCLE	SYSTEMS EXAMINED	ESTIMATED % REDUCTION
36	Door & Hatches, Propulsion Gas Turbines, Compressors & Dehydrators, Power Conversion	27
37	Electronic Countermeasures, Search RADARs, Tactical Data Displays	16
38	Antennas, Communications Gear, Meteorological Equipment, Navigation Equipment	55
39	All LCAC PMS including Engines and Generators, Fans, Hull Structure, Electronics. Surface Ship Gas Turbine Generators	21

Continue to look for improvements to your MRCs and additional reductions in your PMS workload as the results of SURFMER appear in this and subsequent PMS force revisions. As a reminder, every MIP that has been reviewed by SURFMER will have a statement on the card telling you that it's been reviewed.

As always, Fleet input is requested. Recommended systems for future SURFMER review or comments regarding the SURFMER process should be forwarded directly to COMNAVSEASYSKOM 04M1 via naval message or letter. (1-02)

**FTSCPAC CODE 401
PLANNED MAINTENANCE SYSTEM (PMS)
NEW TELEPHONE AND FAX NUMBERS**

FTSCPAC PLANNED MAINTENANCE SYSTEM (PMS) DIVISION CODE 401 moved to NAVSTA San Diego CA Bldg 279 (Harbor Drive and West 8th Street National City CA) between 28-31 Jan 2002. The mailing address does not change and is provided for information purposes:

COMMANDING OFFICER N55304
FTSCPAC CODE 401
3375 SENN RD SUITE 1
SAN DIEGO CA 92136-5002

**BELOW IS A LIST OF NEW PHONE/FAX NUMBERS:
DEFENSE SWITCHED NETWORK (DSN) PREFIX IS 526.**

DIVISION HEAD	CODE 401	(619) 556-0242
DIVISION FAX		(619) 556-0365
DIVISION IT/SKED SUPPORT		
CODE 401P		(619) 556-0577
COMBAT SYS BRANCH HEAD		
CODE 401A		(619) 556-0290
SHORE/MATCLS COMMS		
CODE 401AC		(619) 556-0835
SURFACE ASW		
CODE 401AG		(619) 556-0836
SUB SONAR, IUSS		
CODE 401AH		(619) 556-0876
TECHNICAL EDITOR		
CODE 401AJ		(619) 556-0687
ELEVATORS		
CODE 401AK		(619) 556-0818
TECHNICAL EDITOR ASST		
CODE 401AN		(619) 556-0788
VLS, SVTT, WEPS HNDLG		
CODE 401AQ		(619) 556-0832
SHIPBOARD COMMS, RADAR		
CODE 401AR		(619) 556-0723
HARPOON, RAM, NSSMS		
CODE 401AT		(619) 556-0821
AEGIS, SURFACE FCS		
CODE 401AX		(619) 556-0873
ENGINEERING SYS BRANCH HEAD		
CODE 401B		(619) 556-0246
LIFE SAVING, HULL STRUCTURE		
CODE 401BD		(619) 556-0374
UNREP, CARGO, ATCLS, ALRE		
CODE 401BF		(619) 556-0376
ELECTRICAL SYSTEMS		
CODE 401BG		(619) 556-0571

DIVING, SDV, MINESWEEP	
CODE 401BH	(619) 556-0384
AUX EQUIPMENT	
CODE 401BM	(619) 556-0369
GAS TURBINES	
CODE 401BQ	(619) 556-0371
IC SYSTEMS, ESS	
CODE 401BR	(619) 556-0572
SUBMARINE AUXILIARIES	
CODE 401BW	(619) 556-0380
TFBR MAIL/DISTRIBUTION	
CODE 401CE	(619) 556-0323
LOEP MANAGEMENT	
CODE 401CR	(619) 556-0578
CLASSIFIED, DATABASE MGMT	
CODE 401CV	(619) 556-0624

Code 401 personnel can also be reached via e-mail at 401@ftscpac.navy.mil. (1-02)

**MRC DISPOSAL METHODS FOR
HAZARDOUS MATERIAL/WASTE**

The Navy Occupational Safety and Health (NAVOSH) Manual for Forces Afloat, OPNAVINST 5100.19D is the primary afloat safety reference and provides specific guidance for implementing NAVOSH Program elements unique to an afloat environment.

OPNAVINST 5100.19D has been updated to reflect modifications to regulatory requirements. References to Hazardous Material Disposal Instructions contained in the Hazardous Material Users Guide (HMUG) are no longer current. Further, no immediate action is being taken to update the HMUG. Accordingly, PMS CD-ROMs that contain the HMUG will reference the wrong disposal instruction paragraphs.

The Standard PMS Material Identification Guide will be updated to remove the "HMUG" and "H/M DISP METHOD" fields, and to add a Hazard Characteristic Code "HCC" field.

The Hazardous Material Information System (HMIS) Material Safety Data Sheet (MSDS) will be used for determining MRC warnings and personal protection equipment/safety steps.

The MRC field "DISPOSAL METHODS FOR HAZARDOUS MATERIAL/WASTE

IDENTIFIED IN THE TOOLS, PARTS, MATERIAL, AND TEST EQUIPMENT BLOCK" will be deleted; and a statement that directs use of own ship/station procedures for handling the disposal of hazardous material/waste including contaminated towels, absorbents, containers, and clothing will be added.

MRCs on the Force Revision 2-02 PMS CD-ROMs should be updated to include these changes; however, printed updated MRCs will only be distributed when other changes warrant MRC revision.

A pen-and-ink change to the MRC field on existing MRCs may be made to delete the field "DISPOSAL METHODS FOR HAZARDOUS MATERIAL/WASTE IDENTIFIED IN THE TOOLS, PARTS, MATERIAL, AND TEST EQUIPMENT BLOCK" and associated disposal instructions; and to add in its place "Comply with own ship/station procedures for handling the disposal of hazardous material/waste including contaminated towels, absorbents, containers, and clothing." No feedback report is required. (1-02)

CORROSION CONTROL MIP 6300 REVISIONS

MIP 6300/001 "Preservation and Coverings/Corrosion Control" is widely distributed to all surface ships. This MIP is somewhat unique in that it provides corrosion control inspection and prevention guidance that is not tied to any specific type of equipment. At its heart is MRC (S-1) that requires semi-annual corrosion inspections of any compartment or weather zone on a ship (excluding tanks). This MRC provides basic guidance on how to perform an inspection and how to identify various types of corrosion on different types of metals. It also provides a series of Unscheduled Maintenance U-MRCs detailing different materials and steps that can be taken by ships force to take care of different types of conditions that may be found. There is one other scheduled MRC, 18M-1R, which addresses the use of vapor phase corrosion inhibitor (VCI) emitters. VCI emitters are recommended for use in various types of non-ventilated electronics and electrical enclosures to help prevent corrosion that can occur due to high humidity and condensation.

As a result of a Naval Sea Systems Command (NAVSEA) "Cumbersome Work Practices" (CWP) action request from the Fleet to make VCI emitters easier to use, Naval Surface Warfare Center, Carderock Division (NSWCCD) has revised MIP 6300/001 and several of its MRCs. The revisions make the use of sprays containing VCI compounds optional, and separate them from use of the VCI emitters. These sprays are intended for electrical enclosures and other non-ventilated equipment when enhanced corrosion protection is needed. The use of the VCI spray is covered in a new MRC, U-11. VCI sprays require the use of personal protective equipment (PPE) such as goggles to prevent accidental spraying in eyes or a respirator if working in a confined space. However, the use of VCI emitters as described in MRC 18M-1R does not require any PPE. Since the use of the sprays is now optional and covered on a separate MRC, the VCI emitter devices can be used without the need for PPE, eliminating a cumbersome work practice. Related revisions were made to the way that VCI emitters and sprays are used in MIPs 3001/002, 3202/008, 3202/011, and 3202/012-65 for miscellaneous motor controllers and switchgear.

In a related effort, the corrosion preventive compound (CPC) spray used in the MRCs describing weatherproofing of topside electrical connectors, U-9 and U-10 was upgraded.

POC: Norman Clayton, NSWCCD Code 624,
DSN 443-8435, (215) 897-8435 (1-02)

SHIPBOARD CHANGES TO MRCs

Numerous feedbacks are being received that pertain to changes that can be made by shipboard personnel. Paragraph 3-4.8 of OPNAVINST 4790.4C lists the changes that shipboard personnel can make to MRCs and provides the procedures for making the changes. (1-00)

PLANNED MAINTENANCE SYSTEM WEB PAGE

Information pertaining to the Planned Maintenance System (PMS) can be accessed via the FTSC command websites. The sites have recently been

revised to provide more information pertaining to PMS programs and services. The site provides three areas for information and a PMS Comment form for customer feedback.

- 1. Services, provides two forms for the user to submit. One, for fleet and other activities to submit address changes, and second is for submitting an automated Technical Feedback Report (TFBR, OPNAV 4790.7B). Simply click on the applicable form, fill out the information and we will process.
- 2. Information, provides detailed information concerning PMS. Presently information concerning Force Revisions, SKED 2 and reference documents are provided.
- 3. Downloads, provide the user access to downloadable programs. Presently the SPMIG, PMS text editor (NPE) and SKED are available for download.

We highly recommend users access the site monthly after the 10th, when the latest SPMIG, NPE, and other information programs are updated. The site can be accessed via the following.

- 1) Via FTSCPAC: www.ftscpac.navy.mil, Click on: Integrated Logistics, Click on: 401-PMS.
- 2) Via FTSCCLANT: www.ftscclant.navy.mil, Click on: PMS

E-mail can be sent directly from the site, for further information contact FTSCPAC @(619) 556-0577, or FTSCCLANT @(757) 443-3872 ext 1877. (2-97)

SHORE ACTIVITIES
Activity Name/Phone Number/Address/Code

Many phone area codes and prefix numbers have changed. Do we have your current phone number? Do you have an e-mail address? Is everything on your address correct?

Do we need to update any of the information to expedite mail delivery? When corresponding it is VERY IMPORTANT to reference the UIC number in the upper right corner of your address label. Some contain alpha characters and it is especially important

to reference these to ensure we make changes to the correct label.

The **FTSCPAC** point of contact is Code 401CR, DSN 526-0578 Commercial (619) 556-0578, or email 401@ftscpac.navy.mil

The **FTSCCLANT** point of contact is Code 4133D, DSN 646-3872 ext 1819, Commercial (757) 443-3872 ext 1819, or email jim.melton@ftscclant.navy.mil (1-00)

PMS 4A DEPARTMENTS

We are receiving TFBRs requesting that certain work centers appear in a different department on the PMS 4A reports. The computer selects on the first letter of a work center (with one exception) to determine the applicable department for the PMS 4A report. Exceptions cannot be made for individual hulls. Please use the following table when requesting transfer of equipment to another department.

C (except CS)	Communications Department
W, D, CS	Weapons Department
O	Operations Department
N	Navigation Department
M	Medical/Dental Department
S	Supply Department
E	Engineering Department
A	Aviation Department
I	Air Intermediate Maint.
V	Air Department
T	Training Department
X	Administrative (2-00)

ELECTRONIC TFBRs

OPNAVINST 4790.4C chapter 3-4.15 heading states: PMS TFBR Form (OPNAV 4790/7B or approved automated form). To accommodate an Automated form and to eliminate the problems associated with hardcopy TFBRs, the PMS program has instituted an Electronic TFBR process whereby TFBRs (Category A and B) can be submitted electronically. The form is available via the Internet by accessing the FTSC websites and the TFBR manager in SKED 2.1. Processing of

automated TFBRs will remain unchanged once received by FTSC.

To enhance the processing of feedback reports, please ensure that the hull number or UIC number is correct on your feedback. If numbers are transposed and the result is a valid number for another activity in our file, then the feedback is tracked for the wrong activity as well as the response going to the wrong place. If you are a LOEP customer, the correct activity ID to use is the unit in the upper left on your LOEP. This is our primary way of identification for everyone. This is especially important for small craft that do not have individual LOEP's under their hull number but are identified as a work center under the parent UIC.

Since there are often many different MIPs in one MIP group, if the subject of your feedback is a documentation discrepancy for one particular MIP, fill in the entire MIP number in the appropriate field (i.e., 6641/003 not 6641/000). Fill in the MRC number in the appropriate field if applicable. Since the system is automated the MIP field is the key to assigning the feedback to the appropriate commodity specialist.

Electronic Technical Feedback Reports (TFBRs) dealing with changing of work centers, adding or deleting equipment should be flagged as 'other' or 'non-technical'. These TFBRs go directly to the LOEP manager for that ship or activity. This person processes the TFBR by making the appropriate LOEP transactions or transferring it to the cognizant commodity specialist if it is technical. A TFBR flagged as 'technical', that is not technical in nature, delays the response time.

If not submitted electronically, all TFBRs should be mailed to the appropriate Fleet Technical Support Center address and code listed on the front of this service brief. When a TFBR consists of more than one page, use the same serial number for all pages. (2-01)

FEEDBACK SERIALIZATION

Refer to OPNAV 4790.4C, Page 3-44, Paragraph 3-4.15.2a(2) concerning Serialization of Feedback.

"...The feedback report serial number will consist of two parts separated by a dash: A four-digit sequence number and the last two digits of the calendar year.

The date will change on 1 January of each year but the number sequence will continue, i.e., 4241-93, 4242-94. The sequence number will start with 1 and not repeat until 9999 has been reached. (2-01)

LACK OF ADEQUATE TECHNICAL DESCRIPTION (LATD)

Many Technical TFBRs (OPNAV 4790/7B) are being received at the FTSC's lacking adequate technical description (LATD).

Information required by FTSC's to identify the equipment requiring PMS should include as many of the following data elements as possible:

1. APL/CID/AN Nomenclature/MK & MOD
2. Technical Publication Number
3. NAVCOM Plan Number (s)
4. Name Plate Data
5. Service application & applicable work centers
6. SHIPALT, MACHALT, BLUEPRINT, and CONFIGURATION CHANGE DATA
7. Provide a copy of the EOI report provided by the installing activity if available
8. Provide copies of appropriate pages and diagrams from tech manuals. (1-98)

EOSS AND CSOSS TFBRs

The EOSS and CSOSS TFBR systems are separate from the PMS System.

Distribute the TFBR copies as follows:

1. White and yellow copies to NSWCCD (EOSS) and FCDIT (CSOSS) for both category "A" and category "B" TFBRs. The white copy will be returned with the requested material for category A feedbacks. No copies will be returned for category B TFBRs.
2. Pink copy to appropriate Type Commander.
3. Blue retained by the EOSS/CSOSS Coordinator.

4. Green to the originating work center.

Sending the white copy to any organization other than NSWCCD Code 943 for EOSS and FCDIT for CSOSS will result in a longer time to receive a response.

For additional information the homepage address for EOSS is <http://eoss.navsses.navy.mil>.

Mailing address for EOSS and all other Operational Sequencing Systems feedback **EXCEPT CSOSS** should be sent to:

EOSS:

Commanding Officer
ATTN Code 943 J Grugan EOSS PROG Bldg 4
NSWCCD-SSES
5001 South Broad Street
Philadelphia PA 19112-1403
Email: gruganjf@nswccd.navy.mil

Mailing Address for CSOSS:

Officer in Charge
ATTN Technical Support TFBR Coordinator
FCDIT Little Creek
2340 Amphibious Drive Ste 125
Norfolk VA 23521-2843
Email: fbr@cssos.navy.mil (2-01)

RECEIPT OF PMS PRODUCTS

Each Force Revision package mailed is marked with a red trimmed label with the hull or UIC number of the activity and the number of boxes shipped. If you do not receive the number of packages indicated, check with your local postal support activity and contact us immediately (preferable e-mail). When corresponding tell us the number of the boxes you did receive so we know what portion to reprint.

FTSCLANT point of contact is Code 4103C
DSN 646-3872 ext 1819,
Commercial (757) 443-3872 ext 1819,
Email jim.melton@ftsclant.navy.mil.

FTSCPAC point of contact is Code 401CE,
DSN 526-0323, Commercial (619) 556-0323,
email 401@ftscpac.navy.mil (2-99)

PMS CD-ROM

To obtain or questions regarding problems with installation, printing, etc., or with the CD-ROM DISK itself contact one of the following:

FTSCPAC point of contact is Code 401P
DSN 526-0577, Commercial (619) 556-0577,
email 401@ftscpac.navy.mil.

FTSCLANT point of contact is Code 4103C
DSN 646-3872 ext 1891,
Commercial (757) 443-3872 ext 1891,
email jim.melton@ftsclant.navy.mil. (1-99)

ADDITIONS/CHANGES/DELETIONS to CD-ROM Distribution

FTSCPAC point of contact is Code 401CR DSN 526-0578, Commercial (619) 556-0578,
email 401@ftscpac.navy.mil.

FTSCLANT point of contact is Code 4133D DSN 646-3872 ext 1819,
Commercial (757) 443-3872 ext 1819
email jim.melton@ftsclant.navy.mil. (2-96A)

CD-ROM INSTALLATION AND OPERATION TROUBLESHOOTING GUIDE

The following explains how to deal with common problems that have been reported while you are using the NAVY PMS CD-ROM. If you cannot find the answers to your question or problem, call FTSC for technical support. The POCs and their phone numbers are contained in the READ.ME file on the CD-ROM or email: 401@ftscpac.navy.mil

REQUIREMENTS

SYSTEM REQUIREMENTS:

- Computer with 486/66 MHz processor or higher (Pentium processor recommended)

- Windows 98, Windows ME, Windows NT 4.0, or Windows 2000.
- 32 MB of RAM
- 13 MB of hard drive space

PREREQUISITES: The new PMS viewer requires Microsoft Internet Explorer version 6.0 or later to be installed on the machine viewing the PMS cards. (Internet Explorer version 5.5 can be used to view the cards, however some printer irregularities may occur when printing in landscape mode.) If the proper version of Internet Explorer is not installed on the viewing computer, it must be installed from the Navy PMS CD prior to using the PMS Viewer software. Instructions for installing IE are included in the README.TXT provided on the PMS CD.

INSTALLATION TIPS

The instructions for installing the PMS Viewer software is located in the README.TXT file located on the Navy PMS CD.

PRINTER TIPS

If you are experiencing problems with printing the MIP or MRC cards in landscape mode, please verify that your version of Microsoft Internet Explorer is version 6.0 or later. Earlier versions of IE (5.5 or later) allow you to view and print the cards in portrait mode, however version 6.0 is required for landscape mode due to a glitch in the IE software.

PMS CD-ROMs ON LOCAL AREA NETWORKS

The PMS Viewer application is designed to work in a stand-alone configuration for a single computer. The PMS data and graphics files may be accessed directly from the CD-ROM at run-time, or the data and graphics files may be copied to the local machine during installation. In the latter case, the CD-ROM is not required to be available to view the PMS cards.

It is possible to install the data, graphics, and PDF files to a network directory (or to have a shared CD-ROM drive) to be shared amongst several PMS

Viewer computers. This would allow a single copy of the Navy PMS CD to service multiple computer terminals. Use the following steps to use this configuration:

1. Perform a “full” installation on the server machine that is going to store the data, graphics, and PDF files.
2. Share the “graphics” and “data” directories on that machine, so that other computers on the LAN have access to those files.
3. Perform a “typical” installation on the client machines that you wish to view the PMS documents from. This will install only the application files and not the data/graphics files.
4. From the “File” menu, select “Change Data Path” and select the shared directory as specified in step #2.
5. From the “File” menu, select “Change Graphics Path” and select the shared directory as specified in step #2.

For additional assistance contact your local LAN Administrator or Code 401P at DSN 526-0577, Commercial (619) 556-0577 or e-mail 401@ftscpac.navy.mil

SKED UPDATE STATUS and GENERAL INFORMATION

For FR 1-02, the latest version of the Automated PMS Scheduler is SKED 2.1.4. SKED for Windows version 3.0 is still in the development stages. We are incorporating lessons learned from SKED for Windows version 2.2 that is now installed on the USS ENTERPRISE Battle Group. SKED for Windows version 3.0 will be installed incrementally on commands of the USS STENNIS Battle Group. At this time a release date has not been established for SKED for Windows version 3.0.

One new feature added to SKED 3.0 is event scheduling. Currently 40 to 50% of all MRCs are pure situational or have a situational component to them. Event scheduling of situational based maintenance automatically will add PMS checks to the quarterly board for approval by the work center

supervisor. Two types of events scheduling has been developed Global and Local. Global is for triggering ship-wide events scheduling to support preunderways, postunderways, etc. Local event scheduling is for the Work Center to establish. The work center supervisor based on run hours, preunderways, postunderways, etc., defines these events.

SKED information can be obtained via the FTSC's web sites or directly at <http://www.ftscpac.navy.mil/Dept400/401COPY/pmsHOME.htm>. Click SKED under Information. From the SKED information page you can link to the SKED developers web site at <http://www.antechsystems.com/sked/skedmain.htm>. From this site you can access information and download the current version.

Do you have a previous install of SKED 2.0? Due to the size of the complete installation package, the download versions of SKED 2.x and FBR Manager include only the executable files for the program, intended for upgrading 2.x. SKED 2.x was distributed by the FTSC's on CD-ROM.

Common problems; the SKED 2.x Help system has a section titled "Troubleshooting SKED 2.0", which has a topic labeled "Common Complaints". That topic may be helpful in resolving some problems you might experience. The developers web site also has a section titled "Advisories" which list two problems that we have had with SKED. We also recommend running "SKED Doctor" from the Tools menu whenever you suspect a problem with a workcenter. NOTE: the SKED Doctor feature is not available during a revision.

We have received calls concerning SKED crashing unexpectedly. The problem has been isolated on PCs running NT, SKED, and a Diving Medical Training (DMT) program distributed by a Diving unit out of Panama City Florida. The problem appears to be caused by conflicts between DLL files. If you are with a Diving unit and have the DMT program loaded and SKED fails to run, the only fix is to reformat your hard drive and reload SKED. Prior to reformatting the drive save the work center folders and other files you wish to save to an external drive/storage media. DO NOT REINSTALL the

DMT program. We recommend you run the two programs on separate PCs.

Technical support is available for PMS scheduler from the FTSCs;

FTSCPAC at DSN 526-0577 Commercial (619) 556-0577, email 401@ftscpac.navy.mil or

FTSCLANT at DSN 646-3872 ext 1800 Commercial (757) 443-3872 ext 1800 email percy.saunders@ftsclant.navy.mil.

(2-01)

INSTALL PROCEDURES FOR SKED 2.1 ON IT-21 CONFIGURED PLATFORMS

Installing SKED 2.1 on IT-21 workstations must be accomplished using the Manage Installs Utility. The Manage Installs Utility allows a system administrator to add or delete the software installed for each of the GotsDelta Installation Types.

The Manage Installs Utility is found in either the IT21 Tools folder on the desktop or in the IT21 Tools Program Group in the Startup/Programs Menu. The IT21 Tools folder or program group is only available to the Installer user account or a system administrator user account created by copying the "_IT21Admin" user template.

The main Manage Installs menu lists the different types of GotsDelta Installation Types. The SKED 2.1 Program will be installed onto the Workstation Installation with the steps provided.

1. Open Manage Installs Utility.
2. Highlight workstation, and select Edit.
3. The Modify Workstation Installation box should appear with a list of Workstation applications. (The "GotsDelta SW Package" and "Include Cots Load" checkboxes **should be selected**. "This is a Server load" checkbox **should not be selected**.)
4. Select Add, add the Setup.exe from the SKED 2.1 install and click finish.
5. Log on each workstation as an Installer, IT-21 should find SKED not installed and Run the SKED 2.1 install. When Prompted for type of install choose the Client files only install.

6. When the Install completes, change the SKED2.ini file located in the WINNT directory to Read, Write and Execute (RWX).
7. Follow the same procedure for the FBR Manager. The FBR Manager Setup must remain in the FBR Setup directory under the Installation directory of SKED2 on your Server.

If you experience problems accessing your workcenters, not being able to create a new workcenter or add a workcenter to list, then you must follow the procedures above. (2-00)

SKED and ELECTRONIC TFBRs

The Automated PMS Scheduler, SKED 2.x, includes a FBR management program that will allow the generation and management of PMS Technical Feedback Reports (TFBR) electronically. The FBR manager program requires the use of windows 95/98/NT Operating systems. The FBR manager will not work with Windows 3.11, however, the other functions of SKED 2.x will work with Windows 3.11.

SKED version 2.x introduces the electronic feedback report wizard, which in combination with the feedback report manager provides the capability to generate PMS Technical Feedback Reports (TFBRs) directly from SKED. The feedback report manager, when used on a local area network, makes it possible to completely process a TFBR electronically. This includes the review and approval process, TFBR log, filing and status of TFBRs. Workcenter supervisors, Division Officers, Department Heads and 3-M Coordinators can log on to the feedback report manager and open selected TFBRs for review and approval. The feedback report manager produces a data file containing the approved TFBR(s) in a form suitable for transmission to the Planned Maintenance System Management Information System (PMS MIS). The preferred means of transmission is via the web version of RADCOM. The data file is also suitable for attachment to E-mail or SALTS messages addressed to: feedbacks@seajax.navy.mil. This method will not work with legacy RADCOM. New help topics in the SKED and feedback report manager programs provide additional background and detailed instructions for using this new feature.

In addition to minor changes in SKED, a cycle schedule option has been added to display schedule quarter after overhaul numbers for all checks. This option is intended for use by units that routinely create schedules longer than the normal 13 week Quarterly schedule. Details are provided in the Readme file on the SKED CD.

Technical support is available for PMS scheduler from the FTSCs;

FTSCPAC at DSN 526-0577, Commercial (619) 556-0577, Email 401@ftscpac.navy.mil or

FTSCLANT at DSN 646-3872 ext 1891, Commercial (757) 443-3872 ext 1891, Email jim.melton@ftsclant.navy.mil (2-01)

SKED TRAINING

ATG PAC/LANT 3M Team is offering a one-day SKED class. The class is a hands on work shop that will cover the creation of new work centers and installing Force Revisions. For more information:

ATGPAC SKED SEMINAR SCHEDULE point of contact is Mr. Rivera at DSN 526-5794, Commercial (619) 556-5794, or website at www.atgpac.navy.mil under Logistics, Training Schedule.

ATGPAC SKED Technical Support point of contact is EM1 Cortez DSN 526-6339, Commercial (619) 556-6339 or email cortez.edward@atgpac.navy.mil

ATGLANT point of contact is EMCS Crews at DSN 564-9612, Commercial (757) 444-9612 or email dlatgnsmi3m@atgl.spear.navy.mil (1-02)

SKED INTERFACE

SKED interface is now available on COMBAT SYSTEMS and HULL, MECHANICAL and ELECTRICAL PMS CD-ROMs.

- a. Functionality has been added to the PMS CD-ROMs; Combat Systems (CS1 and CS2) and Hull, Mechanical and Electrical (HM1 and HM2) that will allow importing PMS data to SKED.

b. The procedure to import data from the CD is:

- 1) Place the PMS CD-ROM (any CS or HM&E) into the CD-ROM drive.
- 2) Open the PMS SKED program
- 3) Click on **FILE** and select **NEW**.
- 4) Follow the WIZARDS (SKED 2.1) in SKED to import from the PMS CD-ROM.

- 5) When the MIP list comes up, simply select the MIPs assigned to the workcenter being built.

NOTE: There is only one (1) Hull number and one (1) work center listed on each CD-ROM. Simply click the next button when you get to the hull/work center selection screen. This will list ALL MIPs on the CS1, CS2, HM1, or HM2 CD-ROM, depending on which one is loaded. It could take approximately ***30 minutes or more*** to import the data because the program must search all MIPs.

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